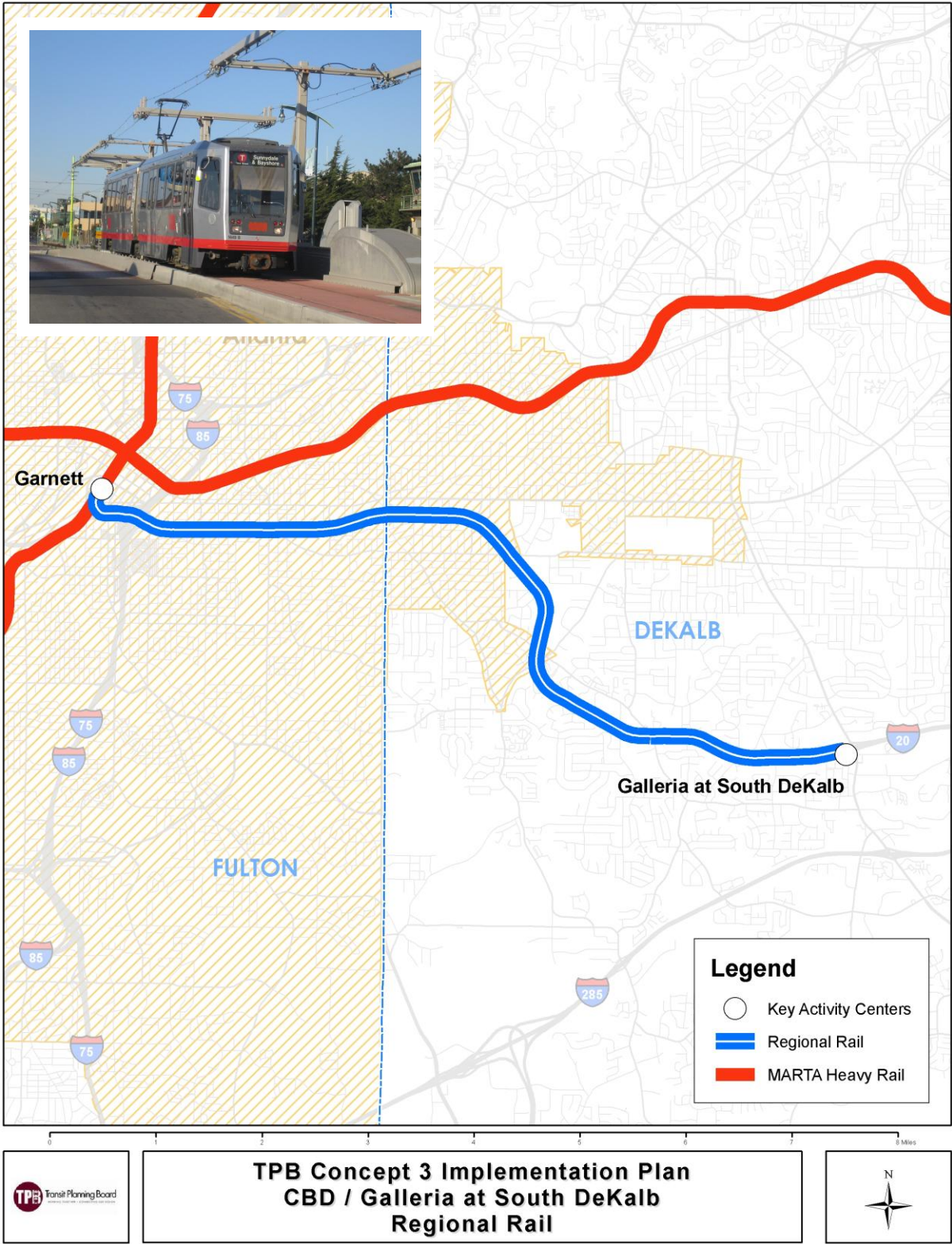


PROJECT ANALYSIS INFORMATION SHEET

CBD TO SOUTH DEKALB HIGH CAPACITY RAIL LINE



DESCRIPTION

All day high capacity rail serving Downtown and South DeKalb. This is a high capacity rail line, such as light-rail, along the I-20 corridor with improvements to accommodate both passenger service and vehicular traffic. This line could potentially be through routed with the Northwest Line to Cobb County.

Length: 8.1 Miles

Technology: Light Rail (LRT)

Service Hours & Frequency: All day, 15-minute peak frequency, 20-minute off-peak

Regional Transfer Stations:	Intersecting Projects:
Garnett	MARTA North/South Line, Inner Core Streetcar network
Candler Road and I-20	Candler Road Arterial BRT
Moreland Avenue	Moreland Avenue Arterial BRT

Major Employment Markets Served:
Directly connects employment centers¹:
Downtown 263,000 est. employment

Major Activity Centers Transfers to Reach:

Activity Center	Transfers
Downtown	0
Midtown	1
Buckhead	1
Perimeter Center	1
Cumberland	0
North Point	2
Town Center	0
Airport	1
Peachtree Corners	1
Gwinnett Place	2
Southlake	2
Fulton Industrial Boulevard	2
Emory	2

Parallel Roadway Corridors:

- I-20

ARC Livable Centers Initiative Areas Served

- South Moreland
- Candler – Flat Shoals
- Center City

PROJECT ANALYSIS INFORMATION SHEET

CBD TO SOUTH DEKALB HIGH CAPACITY RAIL LINE



COSTS

Order of Magnitude Capital Cost: \$608 millionⁱⁱ, Annualized = \$21.1 millionⁱⁱⁱ

2030 Estimated Annual Operating Cost: \$14.7 million

BENEFITS

Year 2030 Range of Estimated Daily Boardings of this segment within Concept 3 transit system^{iv}:
19,000– 53,000

Potential Daily VMT Reduction (miles)
230,000 – 630,000

Summary Table of Estimated Value of Primary Benefits^v

Primary Benefit Factor	Estimated Low Value of Benefits (\$ millions)	Estimated High Value of Benefits (\$ millions)
Congestion	\$7.8	\$21.7
Safety ^{vi}	\$3.6	\$9.8
Economic Impact	\$193	\$530
Consumer Fuel Savings	\$11.5	\$31.6
Total	\$216	\$593

Note: Primary benefits reflect the traditional measures of the positive impacts of a transit investment. In contrast to the comprehensive cost estimate, these measures do not provide a complete illustration of all positive efficiency and equity impacts. The estimated primary benefit/cost ratio represents a conservative indication of the project’s cost-effectiveness.

Due to data and resource limitations, this primary benefit/cost analysis reflects a simplified approach to the standard major investment analysis prescribed by the Federal Transit Administration to qualify for major federal capital investment.^{vii} While this analysis provides some insight when applied to this project individually, the measures calculated for Concept 3 in its entirety are more reliable given the systemwide nature of the modeling methodology.

Estimated Primary Benefit / Cost Ratio

Estimated Annual Primary Benefits (\$ millions)	\$216-\$593
Total Est. Annualized Cost (\$ millions)	\$35.8
Ratio of Annual Primary Benefits / Annualized Cost	6.04 – 16.59
Annualized Cost / Boarding	\$6.28 - \$2.26
Annualized Operating Cost / Boarding	\$2.58 - \$0.93

Secondary Benefits

Secondary benefits are additional measures that still reflect a significant and quantifiable positive impact on the transportation system and its users. Taken together with the primary measures, these reflect a more comprehensive picture of the complete benefit of the project. These areas represent opportunities for more quantifiable impact as research and the state of the practive develop. Among these secondary benefits not quantified for this analysis are:

- Health
- Energy Conservation
- Emissions Reductions
- Parking Cost
- Third-Party Drive time (i.e. chauffeuring savings)

Project Specific Issues / Characteristics

This project is in partial response to existing high demand in terms of Average Daily Boardings on the following local bus routes along this corridor: ^{viii}:

- | | |
|--|--------------|
| • MARTA 9 – Toney Valley | 1,078 |
| • MARTA 74 – Flat Shoals Road/South DeKalb | 1,312 |
| • MARTA 186 – Rainbow / Wesley Chapel | 1,957 |
| • TOTAL | 4,347 |

This project also intersects with two other high volume bus corridors – Moreland Avenue and Candler Road.

ⁱ 2030 Estimates from Envision6 Atlanta Regional Commission Model
ⁱⁱ Order of Magnitude Capital Costs for Peer Commuter Rail are highly variable and dependent on negotiation with railroads. All day service is currently estimated at \$25 million / mile to accommodate both passenger and freight rail improvement
ⁱⁱⁱ Annualized over a 30 year time frame with a 4.0% interest rate
^{iv} Assumes Entire 2030 Concept 3 network and the allowed shift in population and employment in the ARC model with the lower range representing no shift in pop / emp from the adopted E6 model and the upper range representing a 20% shift in pop / emp
^v Values are in \$2007
^{vi} Injuries crash benefits only.
^{vii} TPB Staff Report, *Impacts of Regional Transit Infrastructure Investment on Metropolitan Atlanta*, July 2008
^{viii} MARTA FY 07, 3rd Quarter Ridership Assessment (Jan – March 07)